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6 OCT 1966

IN RESPONSE TO REFERENCE A NPIC RE-VALIDATES THE RADARS REPORTED IN REFERENCES B AND C FROM MISSION BLUE SPRINGS 5527 ON 18 SEPTEMBER 1966 AS A BIG BAR AND A SIDE NET VICE A BAR LOCK AND A STONE CAKE AS REPORTED IN REFERENCE D. NPIC EVALUATION IS BASED ON THE FOLLOWING EVIDENCE DERIVED FROM GOOD QUALITY PHOTOGRAPHY

A. THE AIR WARNING RADAR OBSERVED HAS ITS REAR SAIL TILTED AT A 45 DEGREE ANGLE TO THE HORIZONTAL. THE EDGES OF THE REAR SAIL ARE BEVELED AND THE HALF OF THE REAR SAIL THAT CAN BE FULLY OBSERVED IS SEEN TO HAVE 5 VERTICAL SUPPORT MEMBERS. A BAR LOCK HAS ITS REAR SAIL HORIZONTAL TO THE GROUND, NOT AT A 45 DEGREE ANGLE. THE BEVELED EDGES ON THE REAR SAIL ELIMINATE THE POSSIBILITY OF A TOKEN/SLANT MESH WHICH HAS SQUARE CORNERS ON ITS REAR SAIL. THE 5

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VERTICAL SUPPORT MEMBERS OBSERVED IN ONE HALF OF THE REAR SAIL ELIMINATE THE BIG MESH WHICH HAS ONLY 3 VERTICAL SUPPORT MEMBERS IN ONE HALF OF ITS REAR SAIL. THIS PROCESS OF ELIMINATION LEAVES ONLY THE BIG BAR RADAR, WHICH MEETS ALL THE CHARACTERISTICS IDENTIFIED. IN ADDITION TO THIS EVIDENCE, THE SIZE RATIO OF THE FRONT SAIL TO THE LENGTH OF VAN APPROXIMATES A 2 1/2 TO ONE RATIO TO WHICH ONLY THE LARGE SAIL OF THE BIG BAR EQUATES.

B. THE HEIGHT FINDING RADAR OBSERVED HAS ITS SAIL ON THE SIDE OF THE VAN. A STONE CAKE HAS ITS SAIL MOUNTED ON THE END OF A VAN. THE ONLY KNOWN SOVIET HEIGHT FINDING RADAR WITH SAIL MOUNTED ON THE SIDE OF THE VAN IS THE SIDE NET.

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